

RESPONSES TO COMMENTS ON THE TRANSPORTATION PROGRAMMING GUIDEBOOK AND FEDERAL FUND PROJECT APPLICATIONS WORKSHOP

1. **Comment:** Can we submit requests for funding for clean air campaigns besides those involving street-sweepers?

Response: The workshop generally addressed the competitive process used to program projects for Congestion Mitigation Air Quality (CMAQ) in the MAG Transportation Improvement Program (TIP). Projects programmed through this process generally include bicycle projects, pedestrian projects, Arterial Intelligent Transportation Projects (ITS), and specific air quality projects such as PM-10 paving projects.

Certain projects fall outside the competitive process and were not specifically addressed in the workshop. These include federal funded projects:

- that use federal funding categories outside the direct programming control of MAG , or
- that are programmed on a life-cycle (20-year) basis as identified in the Regional Transportation Plan, or
- that are programmed through the MAG Unified Planning Work Program (UPWP).

Member agencies may still seek funding through the UPWP for design assistance, clean air campaign and other projects. They may also, of course, seek federal funding through other agencies such as ADOT, as appropriate. Transportation control measures such as rideshare programs are included in the current TIP.

2. **Comment:** Will everything that gets submitted be ranked, regardless of technical merit? For example, if the committee asks for clarification on a certain point, receives it, and deems it inadequate, would the submission still be ranked?

Response: Only applications that are completed, signed and delivered to the MAG offices by 12:00 p.m. September 19, 2008 will be considered for funding.

The review for completeness will not address the quality or adequacy of the data provided. Issues such as these will be addressed by MAG technical committees in the two phase process identified in the workshop.

Unless withdrawn by its sponsor, all applications will be transmitted to the Transportation Review Committee (TRC), along with a record of the technical committee's deliberations and a ranking for the project.

3. **Comment:** Will we still get deadline notifications in the mail?

Response: The Transportation Guidebook does not supplement the normal notification of due dates and process that occurs via the MAG Committee process. The Transportation Guidebook is used for an overall guide for different schedules.

4. **Comment:** What does MAG consider to be an "older certified street sweeper"?

Response: According to the federal CMAQ guidance, proposed CMAQ projects must have an emissions reduction benefit. Replacing an older certified street sweeper with a new certified sweeper is eligible if the older sweeper can not be used because of additional maintenance and repair requirements. Previously, MAG has estimated the expected life of a certified street sweeper to be eight years. Proposed projects requesting replacement of an older certified street sweeper should complete Question #18 on the PM-10 Certified Street Sweeper Application.

5. **Comment:** Are any of these sweepers on the state procurement list?

Response: Yes. The Arizona Department of Transportation Procurement Group has a state contract in place with a vendor for a sweeper that is a Certified Street Sweeper under South Coast Air Quality Management District Rule-1186.

6. **Comment:** How much funding is available?

Response: Available federal funds to be programmed through the MAG competitive selection process for inclusion in the 2010-2014 MAG TIP are:

- PM-10 Certified Street Sweepers in FY 2009- \$1,210,000, federal CMAQ funds
- PM-10 Pave Unpaved Road projects in FY 2011 - \$3,658,362, federal CMAQ funds
- PM-10 Pave Unpaved Road projects in FY 2012 - \$5,004,000, federal CMAQ funds

7. **Comment:** Will each street segment be counted as a separate application?

Response: No. The PM-10 Paving Dirt Road Application was created to be flexible for the variety of project scopes MAG member agencies can submit. The Application allows a group/number of 'segments' to be submitted as one project and it allows one segment to be a project. If the project has more than one segment, there are different tabs in the excel worksheet application to handle the information about these segments.

8. **Comment:** Does "50 vehicles per day" (in the front cover letter) refer to alleys or just streets?

Response: On the PM-10 Paving Unpaved Road Project Application, the current Average Daily Traffic (ADT) and the methodology used to calculate the ADT is required information. Potential paving projects that target dirt roads with a higher number of vehicles per day reduces the most particulate matter emissions and is more cost-effective than facilities with a lower number of vehicles.

9. **Comment:** May the funding be used to cover drainage costs? Is development and design cost covered?

Response: The application process for PM-10 paving of unpaved roads concerns requests for CMAQ funding to fund right-of-way and construction phases of projects to be included in the TIP. The design phase of a project is expected to be funded from local or private sources.

CMAQ funding may be used to fund costs to address drainage improvements provided that the drainage improvements are integral to the completion of the project and are relatively minor. Drainage improvements that do not meet these two requirements may be included in the

project, but must be funded from local or private sources allocated to the project above those used to comply with local matching requirements for federal funds.

10. **Comment:** If the right-of-way for a road is wider than the paved portion of the road (i.e. the rest is unpaved), can we include pavement for the access points on that road in our application?

Response: The paving of access points is effective in reducing PM-10 and may be included for CMAQ funding as part of a pave dirt road application.

11. **Comment:** Some of the items in the application are hard to know until the design stage of a project. How should we handle that? For example, regarding the cost of utilities?

Response: The questions on the PM-10 Paving Application, Part B Section 1: #10 – 14, and Part C #3 – 4 are asking for an overview of the current environmental, utility, and right of way situation as it relates to the project. The intention of these questions, are for the applicant to have a basic understanding of these project components rather than a detailed cost estimate. It is important to include and understand these three project components: environmental, right of way, and utilities when putting forth a project for federal funds as they factor greatly into the project schedule and budget. MAG staff recognizes that more detailed information is required through the federal approval process.